

The University of Chicago

THE FUNCTIONAL PATTERN OF
VILLAGES IN A SELECTED AREA
OF THE CORN BELT

A PART OF A DISSERTATION SUBMITTED
TO THE FACULTY OF THE DIVISION OF THE
PHYSICAL SCIENCES IN CANDIDACY FOR THE
DEGREE OF DOCTOR OF PHILOSOPHY

DEPARTMENT OF GEOGRAPHY

1937

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CLARENCE BURT ODELL

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Introduction

Problem

This dissertation deals with the functional pattern of seven villages in a selected area of the cash-grain portion of the Corn Belt. The area in question is located in the eastern part of McLean County, and is composed of seven townships, each including one of the villages. It covers 236.17 square miles, has a total population of 7,044 (1930 U. S. Census), is characterized by high land values and high crop yields, and is indeed a highly productive section of Central Illinois (Fig. 1).² This area will be arbitrarily designated throughout this dissertation as the East McLean Area (Fig. 2). Since census figures for the Corn Belt are given by townships, the use of township boundaries was important in establishing the limits of the area. Lying near the center of an acute angled triangle constructed with Bloomington at the west point, Champaign-Urbana at the south point, and Pontiac at the north point, the East McLean Area is sufficiently removed from these urban centers to be beyond the shadow of their immediate

¹This study of the Functional Pattern of Villages in a Selected Area of the Corn Belt is an abridgement of the author's doctoral dissertation, which in its complete form consists of 195 manuscript pages, 23 maps, 24 tables, 44 figures, and a frontispiece picture arranged in an introduction, six chapters, and an appendix. The abridgement is so planned that it presents the problem and method from the introduction, portions of chapters one, two, and three, and the complete chapter six. All of the air photographs and maps of the individual villages are presented. The dissertation was carried forward under the general direction of Professor Charles C. Colby.

²The acreage of each township was secured from the United States Government Survey Field Notebook on file in the County Recorder's office in Bloomington. The seven townships are not each 36 square miles in area. One township is made up of only 18 sections, and all the townships of 36 sections have variations in size of sections along the western and northern boundaries, thus causing variations in total township areas from the expected 36 square miles or 23,040 acres. All figures are found following the text.

influence. The seven villages under detailed examination range in size from 185 population to 803 with a combined population of 2,816, about 40 per cent of the total of the East McLean Area.

The pattern (layout) of each village was mapped and studied according to the use of land for commercial, transportation, residential, and public purposes. Subsequently, the forms (buildings) in the village patterns were classified according to the type of construction material, size, and upkeep. Following that, the functions (activities) of each village were studied according to kinds, areas served, and relative importance. An analysis of these three groups of facts thus makes possible a characterization of each village and a comparison of them in terms of pattern, form, and function. Following this examination the villages were studied individually and collectively in relation to the services of nearby towns and cities, particularly those of Bloomington. Thus, the seven villages of the East McLean Area were studied, first, as individuals, second, in relation to one another, and third, in relation to neighboring towns and cities. In addition to the comparisons of these seven villages with each other, comparisons were made with an additional twenty-three villages located throughout the cash-grain portion of the Corn Belt. In this manner a small Corn Belt area becomes a sample unit of a much larger although relatively uniform area.

Method

This dissertation utilizes both areal and evolutionary data, the former largely, and the latter in part, developed through field work. Preceding the field work, a library investigation brought forth the atlas, census, and other materials which deal with the general area. The field work began with a preliminary reconnaissance of forty villages in central and eastern Illinois, and produced brief preliminary tabulations in regard to the patterns, forms, and functions of each village. Subsequently the villages were classed into areal groups, and for several groups further data were collected. This work enabled the writer to select an areal group well suited to his purpose--namely, the investigation of corn belt village activities in an area not overshadowed by the activities of a city. Eventually the choice fell upon the group of villages in that section of McLean County designated here as the East McLean Area.

The detailed study of the seven villages in the East McLean

Area was divided into three parts, namely, mapping, interviewing, and tabulating. The mapping was done on plat maps of a uniform scale of three-sixteenths inches to one hundred feet. Approximately 100 persons were interviewed in the seven villages and another 50 in Bloomington, Leroy, Gibson City, and Fairbury, the major points with which the East McLean Area has contact. The information obtained from field mapping and from the various statistical reports and interviews was condensed by tabulation into an arrangement which facilitated analysis, interpretation, and presentation.

Following the original writing of the manuscript a second reconnaissance survey was made of the patterns, forms, and functions of twenty-three villages widely spaced in this section of the Corn Belt.¹ The purpose of this field survey, in contrast to the preliminary survey, was to provide the necessary material for quantitative comparisons of the seven villages of the East McLean Area with a reasonable fraction of the villages in the entire cash-grain section of the Illinois Corn Belt. The twenty-three villages selected for this survey were located in ten different counties. These ten counties cover the center of the Cash Grain Area and do not include agricultural transition zones.² The twenty-three villages selected were all under 1,000 in population but included some over and some under 500 in order to give the same range in size as found in the East McLean Area. Criteria used in this comparison were derived in part from field mapping without interviews, and in part from published statistical compilations.³

¹Only five of these 23 villages were in the original group of 40 surveyed in the first reconnaissance. Thus in the entire dissertation 58 villages have been studied in some detail although many others have been seen on trips throughout the area. Of the 209 villages under 1,000 population in 12 counties in the cash-grain section, the 58 is a fair percentage of the total. Areal coverage is the basis for the selection of the 23, and attempts were made to avoid transition zones which might exist near the boundary lines of the area.

²H. C. M. Case and K. H. Myers, Types of Farming in Illinois, University of Illinois Agricultural Experiment Station, Bulletin 403 (Urbana, 1934), p. 227.

³Criteria used in this survey of the twenty-three villages were selected from the detailed study of the seven villages of

The Setting

Villages are essential and dynamic parts of the cash-grain section of the Corn Belt. They serve definite needs of the agricultural communities--each village acting as the center of a farming community. The activities of the villages show that farmers and villagers live and work in a close functional association. In recent times with the development of highway transportation and with other modern facilities, this functional association has been modified notably. It has expressed itself in new forms in the village pattern, and in the disappearance or modification of old forms. In some ways it has brought the people of farms and villages closer together, in others it has tended to separate their interests. The range of activity of the individual village and the individual farm is greater than formerly. The people now are more familiar with and perhaps more interested in the general area in which they live. In any case an understanding of the setting of the villages under survey is essential to the understanding of the villages themselves.

Population Setting

In this section of the Corn Belt and probably everywhere in the United States villages hold an important place in the life of the area. Fifty-two per cent of the total population of the United States live on farms or in small towns; of these rural settlements nearly three-fourths have populations of less than 1,000.¹ For most of the great agricultural population of the United States the small village is the first point of urban contact. The United States Department of Agriculture estimated that on January 1, 1933 more people were living on farms than ever before in the history of the nation. The increase of village population in the United States from 1920 to 1930 was 15.5 per cent greater than the increase of population for the nation as a whole.²

the East McLean Area. The statistical sources used were: Dun and Bradstreet, 1935; Rand McNally Bankers' Directory, 1935; Rand McNally Commercial Atlas, 1935; Directory of Towns in Illinois Which Have Electric Service, April 1, 1936, issued by the Illinois Commerce Commission; and the United States Census, Population, Vol. I.

¹ Edmund de S. Brunner, Ten Years of Small Town Growth (New York: Woman's World, 1933), pp. 8-10.

² Compiled from statistics, ibid., p. 8.

The total number of villages whose population is between 250 and 2,500 is near 20,000, two-thirds of which are incorporated.¹ More than half of the people in 27 of the 48 states live in the country or in places of less than 2,500 population.² In Illinois a million people live on farms and nearly half a million live in villages under 1,000 in population.³ All of this helps to portray the importance of village settlements in the activities of the Illinois Corn Belt. Thus a study of the East McLean Area as a portion of the cash-grain section becomes important in attempting to set up a complete picture of the relation between farm and village activities in the life of the Corn Belt.

Areal Setting

The setting of the East McLean Area is that of a great agricultural region--the cash-grain section of the Illinois Corn Belt. The land lies broadly level but has long gentle slopes which emphasize its level qualities. In most places the country side appears to be under complete cultivation with about four farmsteads on each square mile. With their white frame houses and red barns the farmsteads seem to be as much an expression of cultivation, as are the well-tilled fields. Ribbons of highways, dotted about every two miles with white frame school houses, emphasize the rectangularity of the occupance pattern. Small villages with their buildings and trees rise prominently out of the farmed areas which they serve. They are brought into alignment by the railroads along which they are spaced. Conspicuous grain elevators suggest the intimate relation of village and country. Every village has an elevator though every elevator siding has not become a village. The two elements, farms and villages, thus make up the landscape picture of this typical Middle Western and Corn Belt scene.

The area of 236.17 square miles in which are set the seven villages under analysis is highly valued for agriculture. McLean County at one time was the leading county in the United States for the production of farm crops and still is classed as one of the richest ten agricultural counties.⁴ In this respect the East

¹ Ibid.

² Ibid., p. 7.

³ Calculated from Directory of Towns Which Have Electrical Service, April 1, 1936, with a supplemental list of communities not served, issued by Illinois Commerce Commission, Springfield.

⁴ C. G. Hopkins, et al., McLean County Soils, Soil Report

McLean Area is equal to if not better than the average of the county. In 1930 the East McLean Area had close to 100 per cent of its 150,000 acres held in farm lands. The 815 farms of the area, with an average size of 180.3 acres, had an average value of \$30,269, or \$675 above the average of Ford, Livingston, and McLean counties (the three counties which show in Fig. 1), and nearly twice the average value per farm for the state. Within the corn-oats section of the cash-grain portion of the Corn Belt, of which the East McLean Area is a part, the average value per acre is \$151 which is \$13.48 less than the average value per acre for the 815 farms. On the basis of value per farm, the corn-oats section with an average size of farms of 200.6 acres has an average value of \$30,293, whereas the East McLean Area with an average size of farms of 180.3 acres has an average value per farm of \$30,269, or only \$24 less than for the larger farms of the corn-oats section as a whole. Thus, the East McLean Area with farms averaging 20 acres less in size averages only \$24 less in value per farm. Consequently, the land in the East McLean Area is of higher value per unit area than the average in the corn-oats portion of the cash-grain section of the Corn Belt. During 1929, in this cash-grain area, 58 per cent of all the farms and 62 per cent of farmed land were operated by tenants. Thus, tenanted farms average larger than owner-operated farms. Cash tenancy is low with only 10 per cent of the tenant farms being rented on a cash basis.¹ The cash-grain area has had an increase in the average size of farms in the last 30 years. This has been partly the result of the combining of small farms when the use of tractors and other farm equipment made possible the handling of more land with the same amount of labor.² On such tenant farms the tendency

No. 10 (Urbana: University of Illinois Agricultural Experiment Station, 1915), p. 6; Fortune Magazine, August, 1935, p. 39 ff. (This article was reprinted in full, except for the illustrations, in The Daily Pantagraph, August 1, 1935. It is a description of corn belt agriculture from a study of an individual farm. The farm, however, is too large and produces an income larger than the average of the corn-oats section and should not be taken as a typical farm of the East McLean Area.)

¹H. C. M. Case and K. H. Myers, op. cit., p. 176.

²Ibid., pp. 175-6.

is to keep the investments in buildings and fences at a minimum. Cash-grain farms are particularly suited to this plan whereas livestock farms require expensive barns, fences, and other equipment.¹ In 1929, 57 per cent of the gross farm income in this type-of-farming area was from sale of crops; 67 per cent of the farms were grain farms on which 40 per cent or more of the gross income came from crop sales. Only 7 per cent of the farms received most of their incomes from livestock sales.² All farms, however, have some livestock. In 1929, 60 per cent reported brood sows, the average number about five per farm. An average of about four milk cows per farm was also reported.³ Chickens are found on all farms in varying numbers from 100 to 500. During 1929, in the corn-oats section of the cash-grain area, 45 per cent of the tillable land was in corn, 30 per cent in spring grains, and 16 per cent in hay or pasture.⁴ Oats was the principal small grain crop grown in rotation with corn as the major crop. The recent trend on many farms, however, is to include about the same acreage of soybeans as of oats.⁵

The 815 farms and the seven villages of the East McLean Area are the constituent parts of the landscape. The farms are the productive elements whereas the villages become the servicing elements. Incomes from the farms fluctuate in terms of (1) variations in weather, (2) variations in price and other economic conditions, (3) changing methods of cultivation, and (4) variations in soil upkeep as to fertility. At present no accurate information is available as to the earnings and expenditures for typical farms in the East McLean Area.⁶ The Farm Bureau-Farm Management Service has records of a number of farms in the area but these do not represent average conditions. Accounts for these farms show them to be larger than the average and to be operated by farmers who are more efficient than the average.⁷ Village prosperity

¹ Ibid., pp. 176-7.

² Ibid., p. 173.

³ Ibid., p. 177.

⁴ Ibid., p. 174.

⁵ Interviews with farmers and farm owners, 1935.

⁶ Personal letters from H. C. M. Case, Head of Department of Agricultural Economics, College of Agriculture, University of Illinois; and R. J. Laible, Farm Advisor, McLean County Farm Bureau.

⁷ M. L. Mosher, et al., Eleventh Annual Report of the Farm Bureau-Farm Management Service for the Farms of 375 Cooperators on the Higher-Valued Land in North Central Illinois for the Year 1935 (Urbana: College of Agriculture, University of Illinois,

depends upon the successful operation of the farms. Incomes of village establishments fluctuate with the incomes of the farms in the village trade territory. From 1930 to 1932 incomes of selected groups of farm families showed a 40 per cent reduction in realized income and a 52 per cent reduction in cash available for family living.¹ Village income, in turn, must have declined. The farms as active and going concerns have problems which in turn are reflected in the problems of the villages.

The seven villages of the East McLean Area are a somewhat isolated group due to locational factors. Of the seven, the village nearest Bloomington is 18 miles away and in that distance there is no village with more than 100 population (Fig. 2). The distance between the northern villages of the East McLean Area and the nearest neighboring villages to the north is twelve miles, about twice the average distance between villages within the area. A break also is found on the south because the three southern villages are much nearer the centers of their townships than are the neighboring villages to the south. A break to the east is less pronounced but even here villages are farther apart than within the East McLean Area. These seven villages are thus located relatively close together. Isolation is further emphasized by a location between main transportation routes rather than by being upon them. Two important railways between Chicago and St. Louis pass near the East McLean Area, one to the east of it and the other to the west (Fig. 1). Two federal highways extending north-south through the central section of the state pass on either side of the East McLean Area in a manner similar to that of the railways.

May, 1936), p. 1. This report gives statistics concerning 375 farms in 16 counties of North Central Illinois. This number of farms is only a small sample since there are more than twice that number of farms in the seven townships of the East McLean Area. Average size of 168 reporting farms in Livingston, McLean, Tazewell, and Woodford counties was 253.7 acres--73.4 acres larger than the average of the 815 farms in the East McLean Area. The average price per acre for the 168 farms was \$191.83, or \$27.35 above the average value per acre for the 815 farms. This report gives a capital investment average for real estate for 375 farms as \$40,945, or \$10,675 more than the real estate value average for the 815 farms. Consequently, cash incomes and expenditures for families on these farms reported by this accounting service are not typical and do not show average conditions for the farms of the East McLean Area.

¹Ruth Crawford Freeman, Living Expenditures of a Group of Illinois Farm Families, 1930, 1931, and 1932, University of Illinois Agricultural Experiment Station, Bulletin 406 (Urbana: 1934), pp. 400-406.

Thus, the East McLean Area is not on inter-regional transportation routes, but is isolated between them. Highways and railways traverse it merely as connecting links through the area to join more important routes in other areas.

As is the case throughout the Corn Belt, the seven villages of the East McLean Area are distributed in a rectangular pattern of roads (Fig. 2). The lands of Illinois were surveyed under the method provided by Congress in 1785.¹ The road allowances are taken either equally from both sides of the section line or entirely from one side. Because the roads follow the section lines, the road distance between villages and farms not located in one of the cardinal directions from the villages is greater than the actual distance. Thus, a farmer whose farmstead lies only three miles as the crow flies from a village may have to haul his produce approximately four and a quarter miles to reach the village. The East McLean Area includes a total of thirty-five and three quarters miles of paved roads.² The major portion of this mileage is included in the two east-west highways. One of these hardroads divides the area into a northern and a southern section, whereas the other is located near the north edge of the area. The former is state highway Route 9 and carries much more through traffic than the latter since it extends from the Illinois-Indiana state line through Bloomington to Peoria. The other paved highway, Route 165, extends from Route 9 at a point nine miles east of Bloomington, and making several right angle turns, leads eastward across the area to a minor state highway a few miles east of the county line. This highway carries little more than local traffic. The rest of the highway pattern of the area is made up of a rectangular grid of gravel and dirt roads superimposed upon the surveyed grid of section and township lines. A few exceptions occur where old roads did not follow surveyed lines and where roads are found at half mile intervals instead of the usual mile.

The land survey pattern also is reflected in the farm and field patterns (Fig. 3). Farms are made up of fields based on

¹Douglas C. Ridgley, The Geography of Illinois (Chicago: The University of Chicago Press, 1921), p. 8; Captain George M. Wheeler, Report Upon United States Geographical Surveys West of the Hundredth Meridian, Engineer Department, U. S. Army, Vol. I, (Washington: Government Printing Office, 1899), p. 409.

²1935 road mileages from the Office of the County Superintendent of Highways, Bloomington, Illinois.

subdivisions of sections. That is, half sections, quarter sections, and smaller portions for the most part based on 40 acre plots make up the farm patterns. Farm boundaries, however, are not noticeable from the air as roads often divide farms and sometimes even farmsteads. Fields, on the other hand, are easily distinguishable. The checkerboard pattern is a characteristic landscape feature of this flat prairie section of the Corn Belt.

The seven villages are about evenly distributed within the East McLean Area (Fig. 2). A circle with a radius of six miles drawn around each would include at least two neighboring villages, and yet no village is less than four miles from its nearest neighbor. Each of the seven villages is in a different township and each might be called the "capital" of its respective township. The regular spacing of the villages along the two railroads obviously was planned. The Illinois Central laid out two grain loading sidings each for Blue Mound and Martin townships, and one siding each for the other two townships it crosses. The Nickel Plate (at that time the Bloomington, Lafayette and Western or Mississippi railroad) placed two sidings in Dawson township, and one siding in Arrowsmith township. In addition, it built a siding in Saybrook, a settlement already founded as the village of Cheney Grove in 1856 and platted as the village of Saybrook in 1865, some six years before the railroad was completed. Only one siding in each of the seven townships, however, grew to become a village of any importance. The other potential villages are now only elevator sidings, one with no houses and the other two with only a few each.

The functional pattern and spacing of the villages of the East McLean Area is a reflection of the high productivity of the rural territory. This productivity is a response to a combination of surface, drainage, soils, and climatic conditions. Each of these essentials is present in positive form, that is, surface, drainage, soils, and climate are all present in the optimum for corn belt activities. This combination of these agricultural essentials distinguishes not only the East McLean Area but the whole section of the Corn Belt.

The political pattern of the East McLean Area has much to do with the life of the area. In the first place, the area is divided into seven townships, each of which is governed by a board of supervisors and township officers. The township activities center in the villages of the respective townships. These town-

ship supervisors also are a part of the county organization which centers in Bloomington. Five of the seven villages are incorporated and are governed by boards composed of six trustees, a president or mayor, and a village clerk. These boards have monthly meetings for the transaction of business. Each village is a part of a grade school district and has a grade school district board of education. Each village also is a part of a community high school district which includes the rural territory around each village. A separate board of education manages the high school. Various sized taxing areas are thus set up around each village. Politically, the villages have little opportunity to bring about improvements and to promote community welfare because of a lack of funds. Most of the villages, however, have an organized group of business men who attempt to promote a spirit of co-operation within the village. In smaller villages, however, commercial rivalry and a pessimistic and competitive attitude often predominate to the detriment of the village as well as of the individual merchant.

Chronological Setting

The East McLean Area on the edge of the Grand Prairie was the last part of Illinois to be developed for agricultural purposes as it was of little value until the railroads made available a market for agricultural products.¹ The distribution of natural timber and prairie as well as navigable streams had a general effect upon settlement.² The railroads, after the sixties opened up the prairies, brought in lumber for building purposes, and brought the farmer closer to markets.³ Throughout the area artificial drainage was necessary for successful cropping, and it was not until the latter part of the nineteenth century that the natural resources of the area began to be more fully utilized.⁴ The original timber land was small in area and the early pre-railroad settlements in the years between 1830 and 1840 were localized in the groves along the Sangamon River. This timber was called Cheney Grove after the first family to settle there. Nothing came of these pre-railroad settlements until 1856 when Cheney

¹Harlan H. Barrows, "Geography of the Middle Illinois Valley," Illinois State Geological Survey, Bulletin No. 15 (Urbana: University of Illinois, 1910), Fig. 38, p. 75.

²Ibid., p. 78.

³Ibid., p. 107.

⁴Case, op. cit., p. 175.

Grove, later called Saybrook, was platted as a village. In these early days the saw mill was the center of activity. The irregular flow of the water in the small stream made dependance on water power unsatisfactory. It was not, however, until steam mills came into use around 1850 to 1854 that these water power sites were abandoned.¹ After this timber lands were donated by Cheney and others in order to persuade men to build mills. Contact between these settlements and other trading points meant journeys of many miles.² Thus, there were no outlets for the crops grown unless long hauls were made. Stage connections provided the only regular communication with outside areas. Mail was received once a week at first, and later twice a week, and for the most part all settlements were pioneer subsistence in character. During the sixties a stage coach route known as the Bloomington-Danville route passed through the southern part of the East McLean Area. The stages stopped at Cheney Grove and other centers of settlement.³ The northern portion of the area was poorly drained, had fewer roads, and was avoided by such routes.⁴ Indeed, pre-railroad settlements were pioneer in character.

The coming of two railroads in the decade between 1870 and 1880 was the principal factor in the spacing of the villages in the East McLean Area. The Bloomington, Lafayette and Western railroad, now the Nickel Plate, built in the early seventies, followed a straight line from east to west across the county except for a deflection to the south to take in Saybrook (Cheney Grove). A large sum of money was paid by the township and the village to get the railroad to the little settlement in the grove.⁵ During this

¹J. L. Hasbrouck, History of McLean County, Illinois (Topeka-Indianapolis: Historical Publishing Co., 1924), I, 90.

²George M. Nelson, "History of Saybrook," a paper read before McLean County Historical Society, Bloomington, Illinois, September 4, 1907.

³George W. Gastman, "Roads of McLean County a Half Century Ago," Transactions of the McLean County Historical Society (Bloomington: Pantagraph Printing and Stationery Co., 1903), II, 273.

⁴Peter Folsom, "Map of McLean County, Illinois," Transactions of the McLean County Historical Society (Bloomington: Pantagraph Printing and Stationery Co., 1903), II, 321.

⁵Hasbrouck, *op. cit.*, p. 90: "By the gift of \$10,000 from the village of Saybrook and \$50,000 from the township, a station was secured for Saybrook, deflecting the line to the south a considerable distance from a straight line."

railroad period of settlement, as already noted, the sites of Arrowsmith, Ellsworth, Padua, and Holder were chosen and platted for villages and grain loading sidings.¹ The first two, Arrowsmith and Ellsworth, have grown much more than the others although they are still only small villages. The Kankakee and Southwestern branch of the Illinois Central which became a connection between the old main line at Bloomington and the line at Kankakee, was surveyed and put through in the early eighties. As previously stated, village sites were chosen and platted as it was not until then that village settlement took place in the northern half of the East McLean Area. The elevators or sidings were rather evenly spaced along the railroads and villages grew up around them. Some have grown more than others and have taken on the aspect of small towns. The railroad brought in supplies and materials and took out the products which were collected from the farms of the area. Regardless of distance, great or small, the railroad during this period was the chief means of transportation between villages and other settlements. The village remained the sole outfitting point for many farm people except for an occasional and perhaps only seasonal trip to the city.

The population trends in the East McLean Area show two peaks. Three townships, Arrowsmith, Dawson, and Blue Mound, show peaks between 1870 and 1880. The other four townships continued to increase in population until the decade between 1890 and 1900. Blue Mound had a decline from 1870 but reached a second peak by 1910. The year 1900 was the peak for both Colfax and Saybrook, the largest two villages of the East McLean Area. This was during the period of railroad transportation, and trade was stimulated because the distance from Bloomington made these two villages important trading centers for that section of the county. In the railroad period only very short distances were traversed except by train. The discovery of coal in Colfax created a boom in the village. A steady decline in township populations has taken place

¹ Ibid., p. 84: "Arrowsmith was platted on land belonging to four men each one owning ten acres." Ibid., p. 96: "Ellsworth was platted on land owned by two men who were directors of the new railroad."

since 1900. Likewise, these seven villages have generally declined in the last two decades.¹

The modern transportation development of highways and automobiles is changing and remaking the web of rural functional patterns. During the present highway period instead of a single center for the purchasing of goods, there are many trading centers involved in the life of the average farm or village family of the Corn Belt. Automobiles and improved highways have cut down the time-distance factor in travel and enable the rural populations, both farm and non-farm, to shop around from village to village and town to city. The changes are not due to differences in spacing of villages but are the result of a change in the intensity of usage of the farm village by the local community. The present activity pattern is thus a result of forces involved in growth and development as well as in downward trends of the villages. It is now true that the villages need the farm contacts more than the farms need the villages.² The automobile and the paved highway have increased trade mobility and trips involving long distances, as well as more frequent trips for short distances, are now made without inconvenience.³ The isolation of these villages because of position is less pronounced because of these new transportation connections with outside areas. The use of gravel upon the rural dirt roads has made them all-weather connecting links between farms and villages, and between farms and the hardroads leading to larger cities. Distance by automobile travel is of less significance now on gravel roads than when muddy roads had to be plowed through in low gear with a possibility of having to be pulled out of a ditch by a team of horses. This all gives an insight into the evolution leading up to the present relations of farms and villages, the two major elements in the landscape of the cash-grain portion of the Corn Belt, exemplified by the seven vil-

¹This information concerning population trends is from tables and graphs compiled from data in the population volumes of the decennial census of the United States for the years 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, and 1930.

²N. L. Sims, "Little Country Towns and What They May Do for Surrounding Areas," Country Life of the Nation, edited by Wilson Gee (Chapel Hill: University of North Carolina Press, 1930), p. 164.

³"The Automobile and the Village Merchant," Bureau of Business Research, Bulletin 19 (Urbana: University of Illinois, 1928) p. 9.

lages and the 815 farms of the East McLean Area.

Characterization of Individual Villages¹

The villages of the East McLean Area are alike in many ways, and on the basis of the reconnaissance of a total of 58² villages may be said to be much like other Central Illinois villages. They are stations along railways; they are business, educational, and social centers of small rural areas; and they are either static or declining in activities and population. They also have stores, garages, schools, churches, railway stations, grain elevators, cream stations, and residences just as other corn belt villages. They have a combination of brick and frame buildings irregularly spaced along streets bordered by trees and concrete or brick sidewalks. These seven villages of the East McLean Area have electricity but no gas, cleanliness but few bathrooms, baseball fields but no golf courses. The people are local in outlook and yet many have motored to the Rockies and the Pacific coast, or visited the nation's capital, or in better times have spent a winter in Florida. They go to church, help with the church and Sunday school activities, and yet village life is not dominated by priest or pastor. Social activities of the Farm and Home Bureaus and the schools are important items in the life of corn belt village families. Any visitor to these villages will be struck by the dominance of local interest, but he also will meet sons and daughters who are college graduates. He will be bored by the "cracker barrel" politicians who can always argue local and national politics, but he also will find men intelligently familiar with national affairs. Collectively these people like other American groups are somewhat provincial; individually they may or may not be.

It should not be thought, however, that the villages of the East McLean Area are so alike that there are no differences. In some respects each village is distinct from all others, and in other respects part of the villages go into one category and part into another. The same holds true for the villages of the two

¹A complete and detailed analysis was made for each village before the attempt to give these individual characterizations.

²This number of 58 villages is the total number of villages in both reconnaissance surveys and also includes the seven of the East McLean Area.

reconnaissance surveys. Because of these similarities and dissimilarities the villages are given individual characterization before being thrown into comparison. These seven villages are not all alike in the amount of community spirit present among the villagers. The progressiveness of the local merchants and village officials and their ability to maintain an active and going concern and to create co-operation among competitors and community organizations seem to have much to do with the number and success of community activities. Variations are found from village to village in these respects as well as in the loyalty of the village people in support of their local village stores, churches, and other community enterprises. Some villages present a more complete line and group of services than others. All villages do not have banks, although this lack may be due to bank failures. All villages do not have municipal water supply systems, which in turn means that some lack the more modern plumbing conveniences in stores and homes as well as sufficient fire-fighting equipment for full protection and low insurance rates. Indoor movies are found in some villages whereas some have arrangements for only outdoor summer movies. The dissimilarity of the business sections and residential properties is mainly that of degree in size, upkeep, completeness, and attractiveness. Impressions are formed concerning the desirableness of the village as a place in which to live. Some villages have the air of self-centered activity which would provide a comfortable and enjoyable life. Others seem to lack the completeness of a place in which one would care to live after having been associated with larger or more attractive urban places. The villages are unlike in highway connections; some have only county gravel roads whereas others are directly served by state paved roads. This gives a varying degree of outside contacts. In most cases the villages are dissimilar only in degree, although the entire absence of a feature may also be true. The dissimilarities do not, however, characterize any one of these villages as foreign to the group of cash-grain villages any more than a person's individual characteristics separate him from his own race or group of people. In either case each is recognizable as an individual, yet, fundamentally, each belongs to a homogeneous group.

The principal commercial approach to all the villages of the East McLean Area is from Bloomington, the main trading center

and the county seat of McLean County. Contact is made by paved and gravel highways and by railways. No direct transportation connections by either rail or state highway tie these villages to Pontiac or Champaign-Urbana, the other two points determining the triangular area. Cross country connections on township roads and greater distances lend less of an incentive for either retail or wholesale contacts with these two places. The northern four villages are tied to Kankakee by the railroad and the southern three are tied to towns east by the railroad. Gibson City is reached by Route 9 from the area. Politically, commercially, educationally, and recreationally, however, the seven villages of the East McLean Area look to Bloomington as the county center which supplies and aids their local activities. Probably in much the same way and to about the same extent all villages of the Cash Grain Area depend on a county seat or some other larger place for many important functions.

The seven villages in the East McLean Area, are located in two alignments, the southern three being along the Nickel Plate railroad, and the northern four along a branch of the Illinois Central (Fig. 2). The three southern villages are each two and a half miles south of paved highway Route 9. Two of the villages are connected with it by gravel and the other by pavement. A paved highway brings the northern group into an alignment focusing on Bloomington. One village of this group, however, is a mile and a half from the pavement, whereas the other three are directly on it. In the following individual characterizations, copy for Ellsworth is presented in its entirety, that is, as it appears in the complete dissertation. For the other villages only an abstract of the original copy is presented.

Ellsworth¹

The incorporated village of Ellsworth with a population of 261 in 1930 is located 18 miles by automobile and 15 miles by train from Bloomington (Fig. 2). Ellsworth is the fourth elevator siding east of Bloomington on the Nickel Plate railroad, but the first place of over 100 in population. The village is located on a state-aid gravel road two and a half miles south of paved highway Route 9. It lies one and a half miles from the eastern bound-

¹Platted December 6, 1871, and incorporated in 1925. Incorporation at this time was fundamental for the purpose of taxation to provide funds to tile the streets for drainage and flood waters.

ary line of Dawson township at an elevation of 863 feet and near the headwaters of the Sangamon River, a tributary of the Illinois River. The village site of approximately three-eighths of a quarter section (0.088 square miles) was originally unforested and was a part of the open prairie with upland prairie soils mainly of brown silt loam, the most productive prairie soil type.¹ The village now, however, is well provided with shade trees and in the landscape appears as a grove (Fig. 4). The original village was a square bisected by the east-west railroad and the addition later of four and a half blocks on the south have changed its shape but slightly (Fig. 5). As a result, the present village is only little larger in area than the village of 65 years ago, and there are few indications of growth. The village remains as it began, a small trading center of a rural community.

Layout

Ellsworth is a small rectangular village straddling the right of way of the Nickel Plate railroad (Figs. 4 and 5). This right of way divides the village into a north and a south side. The business block is on the south side close to the village center. It occupies both sides of a block of the one street which crosses the railroad tracks. The railroad right of way is a full block wide (Fig. 6) and on it, in addition to the tracks and station, are located the two grain elevators.² These elevators at present are operated by a single grain company but formerly were two distinct concerns. The small building north of the tracks and near Main Street formerly was the office of a grain company but now houses a cream station. The depot and the section workers' tool shed stand conspicuously near the middle of the right of way. Before the day of automobiles the station at train time was the center of village interest and it seems to have been well placed for that purpose. Now there is only one week day passenger train each way and so few passengers that the station activities hold little of interest for the village community.

Ellsworth is laid out with streets of dirt and gravel parallel with or at right angles to the wide railroad right of way

¹C. G. Hopkins, op. cit., Southeast Sheet.

²The usual case is that land is leased from the railroad before buildings can be erected on the right of ways.

(Fig. 5). In addition to the streets, alleys cut the long north-south blocks into east and west parts. Residential properties, including lands utilized for houses, lawns, gardens, orchards, trees, and pasture lots directly associated with residences, occupy about 75 per cent of the total village area. The houses are rather uniformly spaced, for the most part facing the north-south streets, with 75 per cent of the total number south of the railroad. The better residential units are located in this part of town where also the houses are more evenly spaced. The greater number of dwellings on the south side probably is associated with the location of the business block on that side and with the presence of the two churches, the school house, and the post office on that side of town. People do not "have to cross the tracks to go up town" from that part of the village. The fact that the only additions to the original plat have been on this side may be taken as further evidence of the importance of convenience.

Buildings

The buildings of Ellsworth are uniform in some respects while diverse in others. Wood has been the dominant material for all building purposes, but brick has been used in rebuilding the business section since a fire in 1930 burned the buildings on the west side of the street (Fig. 4). The two-story brick building on that side includes a lodge hall on the second floor. This is a typical use of second floors of business buildings in corn belt villages. The two grain elevators are high structures of wood construction. The houses are all wood, in most cases painted white, and for the most part are medium or small in size and poor to medium in quality.¹ A few houses are classed as large and for

¹The following method was used in evaluating and classifying the houses of the seven villages. Three main categories were made on the basis of construction material, size, and upkeep. Each category was then subdivided into three groups and a chart was set up for each village as follows:

- Wood houses
 - Small size
 - Poor quality
 - Medium quality
 - Good quality
 - Medium size (subdivided into three groups as above)
 - Large size (subdivided into three groups as above)
- Brick houses (subdivided as above for size and upkeep)
- Concrete or stucco houses (subdivided as above for size and upkeep)

the most part are of good quality. The frame style of construction also characterizes all of the public buildings including the two churches, the post office, a telephone exchange, and the school building. Except for the few new brick stores, the style of architecture of the buildings in Ellsworth is not very modern or recent, but reflects ideas current in the eighties when the village grew most rapidly.

Activities

The principal activities for servicing the village population and the rural community are those concerned with the distribution of commodities and with the collection of farm products. There are eleven distributing establishments; three are general stores, two of which place an emphasis on groceries, while the other emphasizes merchandise. The other eight distributing establishments include such time honored prairie institutions as a lumber yard, and agricultural implement establishments, and such more modern things as garages and a radio shop. Two lunch rooms complete the list. Two elevators operated by a single grain company, two cream station agencies, and two trucking agencies collect and ship out the products from the farms in an area equivalent to about the local township. The presence of establishments to serve

The criteria used in setting up the above groups are summarized as follows:

Type of construction

Wood houses - frame, with weather boarding, shingles, or panels.

Brick houses - brick veneer; does not include frame houses with brick porches or pillars.

Concrete or stucco houses - either concrete blocks or stucco covered frame.

Size

Small houses - one-story cottages, with low foundations; small porches if any.

Medium houses - bungalows; one and a half stories and small two-story; porches, garages in most cases.

Large houses - large bungalows; large two-story houses; all with foundations raising houses up from the ground; large porches in most cases.

Upkeep and quality

Poor houses - house in need of paint; repairs needed for roof, steps, or siding; no screens; little landscaping and lawn poorly kept.

Medium houses - average in appearance; lawns and house neat but not overly kept; some landscaping; many have fences in front.

Good houses - nicely painted and in good repair; attractively landscaped lawns, usually large; garages and driveways.

the personal or the group needs of the people adds to the activities of Ellsworth. At the time of the field survey two physicians were practicing in Ellsworth, but recently one has moved away. The community of Ellsworth is not large enough to support two. The remaining physician serves a territory with a radius of about ten miles. An important element in the village activities is the bank--a state bank which serves a small local community. The areas served by the medical and banking activities are less definitely delimited in these days of fast and frequent transportation because many village and farm people of the community have made contacts with similar services in Bloomington. In contrast, the school districts are legally and definitely established and serve the entire area set up by their boundaries. The village grade school with its small area has less of an influence in setting up a rural territory tributary to the village than does the community high school with a district similar in size to that of the local township. The survey of the area served by one of the churches was made on a membership basis, the result showing a somewhat larger area than that from which members regularly attend. Contact between village and farm families is important in school and church activities. After interviews with merchants and business men in this village the opinion was formed that satisfactory co-operation in community welfare is often lacking. This may be true because of declining business activities or because of the personnel of the village. Consequently, Ellsworth does not appear as one of the more active in this group of seven villages.

Ellsworth is dominantly a village of home owners, as three out of every four houses are home owned. The average population per house in the grade school district is two adults, and one child of school age. Thus, on the average, families are not large. Telephone service to 67 per cent of the houses is maintained by a local township company. Seventy-six per cent of the houses have electricity which is furnished by the Illinois Power and Light Corporation and is distributed through Bloomington. Thus, from two-thirds to three-fourths of the houses have these modern public utilities. Few houses, however, have cesspools or a modern means of sewage disposal. Absence of a city water system means lack of running water except for a few houses which have cisterns and indoor pumps or pressure tanks. Modern bathrooms are found only in a few better grade houses.

Transportational activities of Ellsworth show a decided preference for use of highways over railroads except for the out-bound shipment of grain. Mail is received twice daily by Star Route¹ truck as well as twice daily by train, and deliveries from Ellsworth by automobile are made to a definitely established rural territory equal in size to about the township. Local stores receive the greater part of their merchandise by truck deliveries, and village people no longer go to Bloomington by train.

In general, after a detailed study of Ellsworth, it is found that the village serves a community of approximately one township in size. The village activities have service areas ranging in size from the village proper with its small area of 0.088 square miles to the high school district of 41.1 square miles.² The community high school is an important factor in the relation between the farms and the village. The farm family maintains an interest in the village where its children go to school. Locally it is declared that business activity of Ellsworth has declined in the last ten years. There is some evidence to support this. In any case, one gathers the impression that Ellsworth is not serving its township area as completely as it might.

Arrowsmith

Arrowsmith, like Ellsworth, has a rectangular pattern oriented to the points of the compass (Fig. 5). Like Ellsworth, also, the village is bisected by the Nickel Plate railroad into a northern and a southern half. The business section is in the northern half and extends for nearly a block and a half along a street which lies at right angles to the railroad. On the wide railroad right of way are located grain elevators, coal and lumber yards, and oil storage tanks. All of these contribute to the importance of Arrowsmith as a collecting and distributing center. A rectangular pattern of dirt streets similar to that of Ellsworth characterizes this village. Electric light and telephone lines along the alleys conform to this rectangular pattern. All of the houses are of frame construction, and most of them are medium in size and medium in upkeep. The two large houses to be seen in the left center of Figure 7 are typical of the large frame houses

¹Star Routes give a closed pouch service to Ellsworth and other villages between main railroad lines.

²The service areas for community high schools and village areas were computed by planimeter measurements.

in the villages of the East McLean Area. Extensive garden lots also are characteristic features throughout the village and are a part of almost every residential property. The garden produce is consumed locally. A red brick building near the east edge of the village houses the grade school, and across the street is the relatively new light colored brick building of the community high school (Fig. 5). The white tower of one of the churches stands out above the trees and is another feature found in many of these corn belt villages. Socially, the church organizations are a prominent and unifying feature of all farm village communities. As Figure 7 shows, the landscape break between the village and surrounding farms, the two elements of the Arrowsmith community, is as abrupt as in the case of Ellsworth.

Saybrook

The pattern of Saybrook, the oldest and second largest of the villages of the East McLean Area, is distinctive in that the railroad right of way cuts through the periphery rather than the center of the village pattern (Fig. 8). This is explained by the fact that Saybrook was laid out before the coming of the railroad; the latter in fact curved southward from its eastward course from Bloomington in order to reach the village. Saybrook did not have a similar effect on the state highway (Route 9) when it was built east from Bloomington, and thus the village is a pendant to the highway, being connected with it by two and a half miles of pavement (Fig. 2). This spur, the principal highway into the village, reaches the business section at the northeast corner of the park. The main business street runs east and west, at right angles to the spur, and extends into the residential section as a paved street. Other streets either are gravelled or graded dirt. Early real estate booms in Saybrook resulted in a large platted area, much of which now is still farm land or vacant. The business section covers the largest area of any of the seven villages and, with the exception of Anchor, is less centrally located in the village pattern than is the case in the other villages (Figs. 5, 9, and 15). As in the other villages, the railway is bordered by the commercial establishments, here including, a grain elevator, two oil storage tank stations, and a lumber yard. A small park separates the main row of store buildings from the railroad tracks. One and two-story buildings, most of which are of brick, make up the retail section (Fig. 6). The residential part of town lies,

in the main, north and east of the business section. In many cases the residential property includes a house, a garden plot, and a small barn, garage, or shed. The three churches are closely grouped near the center of the village pattern (Figs. 8 and 9). Its location on a stream and in a natural grove, originally called Cheney Grove, distinguishes Saybrook among the villages of the East McLean Area, giving it more of a wooded aspect and making less distinctive the line between village and farm properties.

Cooksville

The individuality of the village of Cooksville in the landscape is due to its modern cylindrical grain elevator (Figs. 10 and 11). This conspicuous feature symbolizes the importance of the grain collecting function of the village to the community. The diagonal railroad right of way just south of the business section divides the village into north and south parts (Fig. 5). Cooksville, as are all cash-grain corn belt villages, is a collecting and shipping center for farm products of an agricultural area. In Figure 11 the freight cars ready for loading, shown near the elevator, indicate the major importance of the railroad to the community. On the other hand small stock yards found on the right of way near the elevator are less used now than formerly due to the increased use of trucks in shipping livestock from the farms to Chicago markets. The business section of Cooksville primarily is made up of one-story buildings, there being only four two-story structures (Fig. 10). Since the air view of Cooksville (Fig. 11) was taken several buildings in the business section have been destroyed by fire and have not been replaced, although all four of the two-story structures still stand. Community business and social gatherings take place in a large brick building in the business section; this was erected to house a farmers' co-operative store which no longer is in business. The rectangular street pattern makes no concessions to the diagonal direction of the railroad nor has it been modified on the north by the curving state highway. As in the other villages, houses and shade trees are regularly placed in harmony with the street lines. The abrupt transition from residential lot to farm field is nowhere better illustrated in this series of air views than in the lower left foreground of the Cooksville view (Fig. 11) where a partially cut oats field contrasts with an assemblage of village lawns, gardens, and trees.

Anchor

Anchor is the smallest of the seven villages in population but areally is about the same size as the other four villages under five hundred in population (Figs. 5 and 12). The street pattern (Fig. 5) consists of a north-south and east-west arrangement, with the railroad cutting diagonally through the village from northeast to southwest. In the air photograph (Fig. 12) the feature attracting the eye is the large grain elevator in the foreground, and in fact this feature is prominent in the village landscape from any approach. All the buildings on the railroad right of way are essential to the village in its function as a center for the collecting of farm products and the distributing of heavy commodities. At the time of writing, part of the small wooded park between the business section (Fig. 10) and the depot was grown up to weeds. For the most part, residential properties are located to the west of the business section with some houses south of the railroad. An example of the type of house considered poor in quality shows in the left foreground of Figure 12; in close proximity are others which were classed as medium to good quality. The business section is connected by a paved spur to the hardroad which passes a quarter-mile north of the village. In many respects this highway is now of more significance to the village than is the railroad.

Cropsey

Of the villages in the East McLean Area, Cropsey is unique in that its business section directly faces the railroad right of way (Fig. 13). Its main street, like the railway, extends northeast to southwest. Even in this village, however, the directional pattern of the streets established by the township lines is affected only in the one block devoted to store buildings and in the short extension to the northeast (Figs. 5 and 13). Old style awnings of a permanent character in front of many of the buildings and the absence of any two-story structures characterize the business section of Cropsey (Fig. 10). The grain elevator on the railroad right of way holds a prominent place both in the village pattern and in community life. The presence of box cars on the siding (as seen in the foreground of Figure 13) attests the shipping activity from this 75,000 bushel elevator. Since the air view of Cropsey was taken, the other elevator, shown at the left, has burned, leaving all of the grain business to the large co-operative company. The sole lumber yard of the village also is operated by

this co-operative. Small stockyards, located on the right of way, are little used at present because the practice of local buying and feeding has almost disappeared in the face of the modern custom of shipping direct to livestock markets by truck. A feature of this small village is that a local independent oil and gasoline company, with tanks on the right of way, distributes to the local rural territory. Throughout the village white frame houses are set in well kept lawns, suggesting the prosperity of the community. As in the other villages, the modern high school building at the edge of the village is the center of both the school and many social activities of this community. The line of demarcation between farm lands and village properties is, as elsewhere, sharply defined. The energy and co-operative spirit shown by the business men and citizens of this small unincorporated village, together with the location in a good agricultural region, produce a very favorable impression of the value of the village to its rural community.

Colfax

The village of Colfax is the largest in area and in population of the villages in the East McLean Area. All but a small portion of the village shows in the accompanying air view (Fig. 14). As in all of the villages of the East McLean Area, a large number of shade trees is an outstanding feature. The business section, however, is notably barren of trees, as is the railroad right of way. The latter bisects the town, producing north and south sections of about equal size (Fig. 15). The business section extends through two blocks parallel with the railroad but not adjacent to it. The numerous modern two-story buildings (Fig. 10) house retail establishments in their first floor units whereas their second stories are used for a variety of purposes. As in the other villages elevators and other commercial buildings are on or near the railroad right of way. A distinctive feature is a tall water tower shown near the center of Figure 14. Water for the town is pumped to the tower from a well near the northern edge of the village. Saybrook is the only other village in the East McLean Area boasting a municipal water supply and a population of more than five hundred. The presence of a municipal water supply is a feature which distinguishes the larger from the smaller villages in many parts of the cash-grain section of the Illinois Corn Belt. Only two streets in Colfax are paved, the one in the busi-

ness section and another extending across the village from the high school near the south edge of the town to the state highway which parallels the north edge. There is no municipal provision for sewage disposal although many streets, as in most villages, are tiled to run off surplus rain waters. Figure 14 shows that Colfax does not have the uniformity built up areas characteristic of larger towns. In fact all of these villages are characterized by a relatively open-work residential pattern. The air view of Colfax also represents particularly well the nature of the territory in which the East McLean villages are situated; the many small clusters of trees in the background indicate farmsteads, about twenty-five of which may be discerned. The farthest are some five or six miles from the village. It may be said of Colfax, and of all villages of the Cash Grain Area, that the support given by these surrounding farms is essential to the survival of the villages.

Ebb and Flow of Seasonal Activities

The seven villages of the East McLean Area present seasonal variations in activities which correspond in time to the seasonal variations in the climatic changes of the humid continental climatic region. Activities on the farms necessarily must be coincident with the time of year nature provides for the cultivation and growing of crops. All activities of the farms and villages which are a part of the life of these corn belt communities must therefore be tuned to the seasonal variation of agricultural activities. This means that movements of commodities, both to and from the farms and to and from the villages, and activities which are a part of the life of the farm and village people must be organized according to the busy and slack seasonal variations of farming operations. In general, the life of these corn belt village communities of the East McLean Area, and in fact all of the cash-grain portion of the Illinois Corn Belt, is not a day by day affair but one with an ebb and flow set up in accordance with the seasons.

In former years the roads in the spring presented a problem to transportation. The combination of the black loam soils of the prairie and the spring rains was anything but favorable and good for travel conditions. Black sticky mud made travel by automobile impossible and by horse and buggy unpleasant. Today, township and county gravel roads and state paved highways make

possible all-weather transportation. McLean County began to "pull out of the mud" in 1923 when the first hardroad was built east of Bloomington for a distance of a few miles. Since that time and at present, the policy has been to provide every farmer in the county with a gravel road outlet and a connection to a hardroad. Thus, in recent years, trips to the villages during the rainy season are no longer made with teams and wagons through deep mud but are made in automobiles of which practically every farm has at least one.

Commercial activities necessarily must tie in with the fundamental and basic activities of the area. Shipments of grain from the villages are greatest after a good harvest. The bulk of shipments of oats comes in the late summer, and visitors to these villages at that time see loaded grain wagons or trucks hauling to the elevators to be weighed and dumped, then returning empty to the farm for another load. The hauling of corn to the elevators begins after the late fall harvests and continues according to price fluctuations and the ability of the farmer to forecast future rises and falls in market conditions. Corn cribs on the farms and a few in some of the villages provide storage space for corn on the ear until a better price is available. Then there is a hustle to shell out and ship within the time limit for delivery to the elevator. In conjunction with the buying, selling, and shipping of grain, the store activities generally feel a seasonal fluctuation in terms of the agricultural activities. Business is better when people have more money and receive better prices from the sale of farm products, either grain or produce. During the spring and summer months the busiest times for the stores are the evenings after the farmers have completed a long day's work from sun up to sun down. It is not out of the ordinary, however, to see the farmer's wife drive to town in the family car during the day. Saturday and Wednesday nights are important trading and social nights during the pleasant open country summer season. During the winter the greater part of the trading in the villages is accomplished during the day and on no particular days. Farm activities are less confining at this season and the farmer has time to go to town during the day. This does not mean that the long winter evenings on the farm as pictured in fiction are the same as before the automobile and good roads. The modern automobile with its heater and radio is almost as comfortable as the home fireside,

and winter trips to town on good roads are no hardship as compared to the impassable roads (blocked by mud or snow) of a decade ago. Rains do not interfere with travel on gravel roads and in the winter snow-plows quickly clear the highways lest someone be detained from an evening at cards or more important engagements.

As business activities are a measure of financial success of the area so the social activities are a measure of the success of the community in becoming a desirable place in which to live and enjoy life. These villages of the East McLean Area are not unlike other small urban places in many of their provisions for entertainment. The schools, both grade and high school, supply recreation to young and old in the form of plays, programs, and contests. The latter are particularly emphasized through the athletic programs of the schools. During the fall, football games hold the community's attention every Friday or Saturday afternoon on the football field of the local or neighboring village. In the winter, basketball becomes the favorite indoor sport in these communities and continues as such until the county, district, and sectional meets in the early spring. Many a time has the small village basketball team carried off the honors in these tournaments. The local people then do not hesitate to let you know where they are from, and which school they support. During the summer evenings, the sport fans turn to baseball. In these villages and all over the counties of the territory around Bloomington every summer for the last few years softball teams, clubs, and leagues have been organized. These games are played at night under large flood lights erected especially for the purpose. These are paid for by merchants or business firms which feel they are doing a good turn for themselves and the village community by providing a means of entertainment which will keep people in the local community and combat their inclination to go to Bloomington or other cities to spend their time and money. Farm and village men and boys organize into teams often sponsored by local business firms, and play regular schedules for several weeks throughout the summer, with the eventual champions playing the champions of other communities and towns. Teams from Bloomington often come out to play exhibition games--and often return defeated. The local team always has the benefit of local support which may help it to win even though it is not as good as the opposition. In addition to the softball games, some of the villages run outdoor picture shows on nights

when there are no games scheduled. Regular social activities are sponsored by the churches of each village. Annual pig roasts, chicken dinners, and harvest home festivals are held each year and are planned weeks ahead. In general, there is something to do all of the time throughout the year if a person wants to be busy, but it all must be planned to fit into the seasonal round of activities--centered on the production and sale of crops--which make this area a part of a great agricultural region, the cash-grain portion of the Corn Belt.

GENERALIZATIONS AND CONCLUSIONS

Village Patterns, Forms, and Functions

The seven villages of the East McLean Area and the selected villages from the remainder of the Illinois section of the Cash Grain Area show a striking degree of similarity. They are all small urban centers of agricultural communities. They represent points of contact through which flow produce of rich farm lands to urban markets, and, conversely, they are points of distribution through which flow the output of other commercial areas. Without exception, the villages developed originally and continue today in response to the productive performance and consuming capacity of rural populations. In addition to their paramount functions of shipping farm products and distributing manufactured and other goods they act as educational, professional, and social centers.

Location and Spacing

There is similarity among these villages both in location and in spacing.

1. The seven villages of the East McLean Area are located in townships in which the average value of the land per acre and per farm compares favorably with those in the other townships of McLean County and with township averages in other leading counties of the Illinois Cash Grain Area.

2. Uniformity of spacing of villages in the East McLean Area is shown by the fact that no village is more than six miles nor less than four miles from its nearest neighbor. The upper limit, namely, not more than six miles from another village, holds true for all of the additional fifty-one villages studied. The lower limit holds true except in four cases. This spacing interval may be taken as the normal for the Illinois section of the Cash Grain Area.

3. Almost without exception the villages are spaced at regular intervals along the railroads, the regularity being due primarily to the original spacing of grain loading sidings.

4. As the railway framework of this section of Illinois is characterized by both obtuse and acute as well as right angles the space interval between villages on neighboring railroads shows much more irregularity than the space interval along any one railroad. In this connection it should be remembered that the major railways of this part of the state converge on Chicago. This convergence has a bearing on the spacing of villages.

Area and Shape

There is similarity among these villages both in area and in shape.

1. Villages are relatively similar but not identical in size.
2. Each of the seven villages of the East McLean Area occupies not more than a quarter of a square mile.
3. Variations in shapes of villages are due in part to the number and nature of additions to the original plats.

Population

In general the composition and characteristics of the population of the East McLean Area are truly representative of the Cash Grain Area. Characteristically the population includes a high percentage of native-born whites, but in a few townships there is an inconsiderable foreign population made up of second generation groups of foreign or mixed parentage.

1. All of the villages of the East McLean Area are under 1,000 in population and all but two are under 500. At one time the largest two, when they had attained their largest total populations, had about 1,000 inhabitants each.
2. In the East McLean Area, a decline in the population of townships and villages has taken place since 1900.
3. The population of the East McLean Area averages 97 per cent native-born whites; 84 per cent are of native parentage; thus, the area is American in its population. Of the 22 townships in which the 23 selected villages of the second reconnaissance survey are located, no township has less than 91 per cent native-born white; and 14 of the 22 have 95 per cent or more. Of the total population in these 22 townships, 78 per cent have native parentage; thus the American population characteristic prevails throughout the Illinois Cash Grain Area.
4. As to the foreign or mixed parentage percentages, in the East McLean Area about 13 per cent of the total population fall into this group. In the 22 townships selected from the Cash Grain

Area, approximately 18 per cent of the total population fall in the foreign or mixed parentage group. Only three townships of this selected group have as high as 30 per cent (and these have less than 40 per cent) of the total population with foreign parentage; these communities are known to have been settled by German groups. Because of the low percentage of foreign born within the villages and townships taken as representative of the Cash Grain Area, the prevalent "corn belt" dialect is not modified by any of the foreign dialect influences common to metropolitan areas.

5. In September of 1935 less than 7 per cent of the population in the East McLean Area were on relief. Only township figures were available, but probably the number on relief in the villages exceeded the number in the rural parts of the communities. Probably also a disproportionately large part were in the largest two villages.

Patterns

The arrangement of cultural features within the villages of the Cash Grain Area is in harmony with the rectangular character of the original land survey.

1. Rectangular lots and blocks are characteristic. Exceptions occur in villages diagonalized by a railroad right of way. Lots vary in width from fifty feet to half a block.

2. Five of the East McLean Area villages have a centrally located business section rather closely associated with the railroad. The business sections are at right angles to or parallel with the railroad right of ways. In two villages the business sections are distinctly off center. Only one village of the seven has a business street parallel with and adjacent to a diagonally placed railroad.

3. In the East McLean Area, business sections vary in size from a single block to six blocks.

4. Streets run north-south or east-west with the exception of a diagonal business block in Cropsey. Both the generalization and the single exception hold true for the twenty-three selected villages.

5. In all the villages studied alleys bisect most blocks.

6. Railroad right of ways run east-west in three villages and diagonally in four villages of the East McLean Area. A diagonal trend occurs in only seven of the twenty-three selected villages of the Cash Grain Area. These right of ways with their associated

forms constitute the most conspicuous feature in the village patterns.

7. About two-thirds to three-fourths of the total area of each of the East McLean villages consists of residential property. In general this holds true in the other villages surveyed.

8. School buildings are in large rectangular lots near the edges of the villages, a feature true also in twenty-two of the twenty-three selected villages.

9. Churches are somewhat centrally located away from the periphery of the village patterns. With two exceptions, churches are nearer the center than the periphery of the villages, a feature not true for the location of schools.

Forms

Forms in these seven villages and the twenty-three additional villages are similar within functional groups, although diversity exists among groups. As there are many functions, so there are many types of structures in the villages.

1. With the exception of the grain elevators, in all of these villages no buildings are more than two stories in height.

2. Brick or wood, the primary building materials, are used in 86 per cent of the business buildings of the seven villages, brick alone being used in 58 per cent. In 15 of the 23 villages brick dominates; brick and wood are equally conspicuous in 6; in only 2 is wood dominant.

3. One-story business buildings are the rule in all villages.

4. In most cases the larger two-story buildings are found in the larger villages. Two-story brick buildings in most cases include more than one first floor unit. As a result, in the seven villages 59 first floor units are found in 39 two-story buildings.

5. The streets are chiefly dirt and gravel. Pavement occurs in the business section of only one village of the East McLean Area and in only 8 of the group of 23 villages. Residential section streets are in need of some improvement in most villages although practically all show signs of having once had some all-weather surface.

6. Concrete sidewalks occur throughout most parts of the villages; some type of sidewalk occurs on at least one side of every street in all the villages given special study.

7. A small frame depot is found in each of the villages. The business of the depot, however, no longer indicates the "comings

and goings" of the people of the community. Grain elevators, lumber sheds, coal sheds, and oil and gasoline storage tanks are prominent features located on or near the railroad property.

8. In all of the villages wood is by far the dominant residential construction material.

9. About half of the houses in each village of the East McLean Area are of medium quality; the remaining half are mostly of poor quality; only 5 to 20 per cent are of good quality.

10. A third to a half of the houses in each of the seven villages are of average size with about twice as many small houses as large ones.

11. Small houses are medium to poor quality and large houses medium to good quality, but medium size houses have a greater variability as to quality. Thus the quality of a house seems to be in somewhat direct proportion to its size.

12. Residential forms of the East McLean Area are representative of the Cash Grain Area.

13. Six of the ten school buildings in the seven villages are of brick. The frame school buildings in two of the villages house both high school and grade school.

14. Although the churches in the seven villages vary in size and construction material, 11 of the 16 churches are of wood. Four churches are of brick and one of stucco. The largest two structures of brick are in the largest two villages.

15. Town halls are small and usually none too well kept. The hall in the largest village of the East McLean Area is a small structure in the business section, and is somewhat typical of the villages over five hundred in population.

Functions

Functionally the East McLean villages are much alike. Every major function performed in one village is repeated in the others. The same holds true for the twenty-three selected villages and probably for all the agricultural villages in the Illinois Cash Grain Area. Essentially the villages are collecting points for farm products en route to urban markets and distributing points for goods and services destined for surrounding agricultural populations.

1. Each village of the East McLean Area and of the group given special comparative study is on a railroad at a siding established as a grain loading and shipping point.

2. The villages over 500 in population have more kinds of services, and more examples of most kinds, than those under 500 in population.

3. The collection of farm products (grain, poultry, produce, and cream) is of paramount value to the village and its rural territory, making each village a marketing center.

4. In villages under 500 in population the number of services is not as directly proportionate to the population as in the villages with over 500 people. This general statement admits of exceptions.

5. Automotive establishments and grocery stores are the principal retail outlets of these cash-grain villages, specialization stores occurring for the most part in only the larger villages.

6. Chain stores are not found in the villages studied although a few grocers are members of an organization of home-owned groceries.

7. In the East McLean Area medical services are available in all but one village, whereas dental services are offered in but two. This is about the ratio found throughout the Cash Grain Area.

8. In the East McLean Area each village under 500 in population has a small bank, but the largest two villages lack these services at present because of bank failures. Sixteen of the 23 villages of the second reconnaissance survey have banks, and 8 of these are villages over 500 in population.

9. Three of the East McLean villages have weekly newspapers, but only two have publishing services. (The Arrowsmith newspaper is printed in Saybrook.)

10. Most village recreational activities are not commercialized but are sponsored by groups of local business men or by churches, lodges, or schools. Most of these activities depend for their success upon the participation of farmers as well as townspeople. In the East McLean Area the largest two villages have movie houses, patronized by the entire village community.

11. Retail and collecting functions and professional, financial, and recreational activities of each village have irregular and somewhat variable service areas. Definite farm and village contacts are established through these essential activities.

12. Trucks dominate in commodity movements except for the rail shipments of inbound coal, gasoline and oil, and lumber, and of

outbound grain.

13. Only single family dwellings are found in the seven villages--a feature characteristic of village life in the Cash Grain Area.

14. Community high school districts are highly important factors in setting up territories tributary to villages. Educational interests promote farmer participation in the activities of the village where the children go to school.

15. On the basis of attendance and general activity, church influence appears to be less important than formerly. The church, however, still leads in religious thought and sponsors many social occasions.

16. Public utilities are present in varying degree. All villages of the East McLean Area and of the group of twenty-three villages have electrical and telephone services. These services are provided by companies which for the most part serve more than a single village. This is true in the East McLean Area except for one village which has a local electric plant and two villages which have local township or mutual telephone companies. It must be understood, however, that the early provision of these services in many villages was made by a local organization which later sold out to the larger public utilities now serving a good share of this section of Central Illinois. Only 2 of the East McLean villages and 9 of the 23 selected villages have municipal water supply systems. Thus only 11 of the 30 villages examined in this respect have municipal water supplies. Of these, the 2 villages in the East McLean Area and 5 of the 9 in the other list are over 500 in population. Thus municipal water systems in so far as they are established are characteristic of the larger rather than the smaller villages. Sewage systems are not found in any of these 30 villages other than a few private installations of the cesspool type. Apparently this urban necessity does not become a matter for village municipal attention until villages are larger than those under examination. Of the four public utilities, therefore, electrical and telephone services are most characteristic of the villages in this section of the Corn Belt, and sewage systems least. Apparently the villages are more certain to benefit from regional developed public utilities than from those which of necessity must be locally organized.

17. All of the five incorporated villages in the East McLean

Area have the same form of village government. The efficiency of the government varies with the personnel of the board. Likewise, business men's associations in the East McLean villages vary in strength and value to the community according to the quality of their personnel and leadership.

18. Mail service to the northern villages of the East McLean Area is now provided twice daily by truck rather than by rail as formerly. The southern villages receive two rail deliveries and two truck deliveries per day. All truck services are from Bloomington. Rural mail deliveries are made from each village, Colfax and Saybrook each having two routes.

19. In contrast to village functions which are competitive and thus have fluctuations in service areas, the educational, public utility, oil distribution, and political services all have definitely established service areas.

Village Contacts with Bloomington and Other Trading Centers

The villages of the East McLean Area do not provide all the services and facilities essential to the communities which they serve. This means that in some cases these farm-village communities depend upon services and facilities projected into them from Bloomington and other trading centers, and that, in other cases, the people of the village communities go to the larger places to participate in the functional facilities and services not provided by the local communities. In the first case, the services originate in the larger centers and subsequently are extended into the village communities and thereby tend to increase the importance of the village as a trading center. These services projected into the village-rural communities combined with certain conditions within the villages tend to make it possible for the villages to compete with the larger trading centers. In the second case the services are established in the larger trading centers and attract people from the village-farm communities, thereby decreasing the importance of the village as a trading center.

Conditions Favorable to Village Trading Centers

The conditions which tend to draw the patronage of farm and village people to the villages are favorable to the continuance of villages as community trading centers. These conditions may be grouped as follows:

1. The extension of periodic truck deliveries to these vil-

lages enables village merchants to obtain standard brand products as satisfactorily as such products are obtained by city stores.

2. The unity of the village trading area is somewhat increased by the contacts resulting from the truck deliveries which provide frequent replacements of merchandise to the village stores.

3. The social attractiveness of the local village trading center is a factor strongly in favor of drawing farm people to the village in order to combine business and social activities. Persons find pleasure in trading where they will meet their friends and this often counterbalances the attractiveness of the greater variety of kinds and quality of goods in Bloomington.

4. In many villages free movies or other entertainments are maintained to keep people at home and to increase the trade in the local stores, thereby giving the local merchants a better chance to more completely serve the community.

5. Convenience of location, habit, and loyalty to the local business men are the reasons underlying much of the everyday shopping done by village and farm people in the local village stores, and these factors must be overcome if business is to be attracted to Bloomington or other larger trading centers or foci.

6. The increased direct dependence of the village communities upon Bloomington and other trading centers is in general of recent origin. The use of the automobile and hardroad has increased the direct city contacts of people living in village communities. On the other hand more frequent visits to the local village are likewise possible. Opinions expressed locally are that the loss of some business is partially balanced by new functions resulting from the new transportational pattern of highways. Larger trading territories and more overlapping have resulted.

Conditions Unfavorable to Village Trading Centers

The conditions which tend to draw the patronage of farm-village people to the cities are unfavorable and detrimental to activities of village trading centers. These conditions may be grouped as follows:

1. Patronage of services in other trading centers by village and farm people has increased greatly since the construction of all-weather roads.

2. Persistent newspaper advertising on the part of Bloomington and other city merchants, together with the large subscription lists for these city papers, tend to draw the patronage of village

and farm people away from local village trading centers.

3. Chain store "low bargain prices" entice people to buy in Bloomington or other large trading centers.

4. Recreational activities provided in Bloomington or other cities are important items in attracting people from the small village trading areas.

5. The contacts established as a result of the services drawing village and farm people to larger villages and towns tend to decrease the unity of the local village as a trading center.

Periods and Trends of Growth and Activities

The villages of the East McLean Area show three periods of growth, namely, pre-railroad, railroad, and modern highway. In each of these periods conditions of growth and conditions opposed to growth have been present. The intensity of the forces favorable to growth have varied from village to village, thus causing growth at different times and at different rates. In some cases one village has grown at the expense of the other villages. In other cases all of the villages have grown at about the same time and for the same reason. In times past the conditions opposed to growth caused the extinction or virtual extinction of several pioneer settlements. In more recent times they have threatened the functional utility of all of the villages. Fortunately, these conditions of deterioration have been counterbalanced by other conditions, and as a result the villages continue to play an important rôle in the life of the area. In general the conditions which hold in the East McLean Area hold also in the twenty-three villages selected for comparative study.

Pre-railroad Period

The pre-railroad period witnessed the establishment of many hamlets and villages in the East McLean Area and in all parts of the cash-grain section of the Corn Belt. Some of these flourished for a time but many of them have long since disappeared.

Qualities favorable to village development

The qualities favorable to village development during the pre-railroad period may be grouped as follows:

1. Favorable site qualities were of importance to the early settlements. Natural grove sites on small streams near the edge of the prairie were the most desirable sites for pioneer settle-

ments. Such sites had the advantage of water from shallow wells, water power for mills from the streams, some materials for fuel, fencing and building, and natural shelter for animals and man.

2. Functional convenience led to the development of village centers in the pioneer agricultural settlements. Stores, schools, and churches conveniently established in a centralized location soon became the attraction for other activities. In case a village was located on a mail or stage route there was added a situational quality which favored a regional as well as a local importance. The combination of a local business center and an opportunity for outside contacts attracted still other activities.

3. The desires for gain or adventure lay back of early settlements. The "pioneer spirit" of the people was a force to reckon with. Human factors such as individual initiative and gregariousness were of much importance in the early settlements. The villages developed in part through the desire of some people to join friends or relatives and, for the most part, to live in a close community instead of on individual farms. Later the desire to live in a village which had "city airs" attracted many people to larger and better established places. Individual initiative was important in the early settlements both in the location of the settlements and in the localization of functions within the settlement.

4. The settlement pattern was begun but not completed in the pre-railroad period.

Qualities unfavorable to village development

The qualities unfavorable to village development during the pre-railroad period may be grouped as follows:

1. Originally much of the East McLean Area was open prairie, thought to be undesirable for farming. This was particularly true of the northern part where the timber was limited to a small area near the present site of Colfax. Drainage was poor between the moraines, and artificial drainage was needed before cultivation was possible.

2. In much of the northern part of the East McLean Area the lack of early settlements with their crude but nevertheless vital facilities tended to discourage settlement in the area to the extent that some prospective settlers went instead to already established areas. Before the railroads, for example, lack of post offices, mail, and stage routes were unfavorable to settle-

ment. The need for these functional conveniences made the open prairies less desirable for settlement.

Railroad Period

The railroad period saw the development of the present village pattern of the East McLean Area. It also saw the disappearance of the villages not on a railroad. The sites of the present villages were determined by railroad officials who established sidings at regular intervals. With one exception, the original internal pattern of the villages was laid down by the railroads. Subsequent additions, however, have resulted from community or private initiative. Both the original pattern and the additions reflect the nearly level land surface.

Qualities favorable to village development

The qualities favorable to village development during the railroad period may be grouped as follows:

1. Position on a railroad was favorable to village growth because (a) produce could be shipped to markets at reasonable rates, (b) stores could get supplies from city wholesale establishments within a reasonable time and at regular intervals, and (c) the presence of a railroad gave a regional importance not possessed by non-railroad villages. The establishment of a post office, schools, churches, and business activities acted as an attraction to other functional establishments.

2. The desire of most people to be associated with a village organization having convenient functional establishments was favorable to population growth. The co-operation needed for community welfare was often the result of civic interest created by lodges, clubs, and churches. The villages on the railroads had the added advantage of receiving tax money which helped support the schools, the roads, and the village corporation.

Qualities unfavorable to village development

During the railroad period the qualities unfavorable to village development were of two sorts, those operating mainly on the non-railroad villages, and those affecting all villages in the area.

Qualities unfavorable to non-railroad villages.---The qualities unfavorable to the development of non-railroad villages may be grouped as follows:

1. The abandonment of the stage and mail routes meant that

the non-railroad villages lost all regular transportational contacts with other places.

2. The migration of certain establishments from these non-railroad villages to the new villages on the railroad weakened the functional set-up of the former. The importance of the non-railroad villages was lowered thereby in comparison with the railroad villages because of the decreased number of stores, the lack or decline of political organization, and the lack or decline of public service agencies.

3. The fact that the social attractiveness of the non-railroad villages rapidly declined and commercially the attractiveness of the railroad villages increased favored railroad villages.

Qualities unfavorable to all villages.--The qualities unfavorable to the development of all villages in the area may be grouped as follows:

1. The fact that the villages even though on railroads lacked some of the then modern conveniences of the larger cities caused some prospective settlers to establish themselves in the cities upon their arrival in the Middle West.

2. The fact that the nearby cities were increasing industrially attracted many westward moving people as industrial workers rather than as farmers. The larger places became the industrial centers rather than the villages, hence the population increases soon were smaller and all villages of the area showed less signs of growth.

Highway Period

The highway period has witnessed the superimposition of new village activities upon a pattern of an earlier period. Population declines and a decrease in certain village activities were in part balanced by activities resulting from the increased use of automobiles and hardroads.

Qualities favorable to village development

The qualities favorable to villages during the highway period may be grouped as follows:

1. The significance of villages as centers of rural communities has been enhanced by the development and activities of the community high schools, by rural free delivery, by the social and religious activities of churches, and by an improvement in the retail and collecting agencies of the villages. All of these trends are due to or have been accelerated by the construction of all-weather roads.

2. The extension of improved roads has increased city contacts with the smaller villages through regular truck deliveries.

3. The need for gasoline, oil, and service for the villagers' and farmers' cars and trucks has led to the establishment of service stations and garages in the villages--centers of convenience in the settlement pattern of the Corn Belt.

4. Village recreational activities sponsored by the local business men favor village continuance.

5. The momentum of past events, the presence of familiar facilities, and the power of long association are favorable to the continuance of the villages.

6. As in the previous period, taxes paid by the railroads help to support the schools, the roads, and the village corporations.

Qualities unfavorable to village development

The qualities unfavorable to village development during the highway period may be grouped as follows:

1. The more attractive and complete display of stock in Bloomington and the other large towns, lower prices advertised by the chain stores, and the more attractive or forceful sales methods employed in cities are unfavorable to village business activities.

2. All-weather roads lead away from villages as well as toward them and thus take people away from as well as into the villages.

3. Better and more numerous jobs attract village young people to the cities and larger towns.

4. The desire for city recreational activities, and the feeling that city life is superior to small village life acts against village growth.

5. The dying down of momentum for village development from early years, the difficulty of securing co-operation in community enterprises, and the lack of a plan for the future are unfavorable to village growth and tend towards stagnation.

Population Trends

1. Scattered pioneer settlements developed in the groves in the southern half of the East McLean Area, but none evolved in the open prairie in the northern part until the railroad established village sites.

2. In the early days regional contacts through stage and mail routes increased village growth.

3. Village growth was greatest during the period of railroad

development.

4. Villages not on a railroad gradually declined and disappeared.

5. Pre-railroad momentum was favorable to villages which later became railroad villages.

6. The curve of population of the highway period represents a decline which continued from 1890 to 1910, but since 1920 the decline has not been so conspicuous.

Merchandising Trends

1. Small pre-railroad villages were the sole trading centers for a rural settlement covering a good many square miles.

2. Increased agricultural activity during the railroad period increased village merchandising activities.

3. Merchandising activities in villages not on railroads soon declined.

4. Increased population during the railroad period called for large merchandising establishments and in some cases for new activities.

5. Due to competition with stores in the larger towns and cities many stores have gone out of business in the East McLean villages during the highway period.

6. Highway contacts are more frequent today among farms, villages, towns, and cities than during the days of horse and buggy contacts between farms and a single village.

7. More than one trading center attracts farm and village people today. Thus village trading areas are less inclusive today than when the consuming population was less mobile in trading activities. On the other hand evidence indicates that roughly 50 per cent of locally consumed groceries are still locally purchased.

8. Clothing, shoes, millinery, and furniture for the most part have disappeared from the list of merchandising activities in villages. These commodities must therefore be purchased in larger trading centers. On the other hand, automobile servicing activities have come into the villages. Gasoline sales and distribution, garages, and sales and services are new functions found in all villages.

Trends in Marketing of Farm Products

1. In pre-railroad days farm products were used at home or locally, so that little marketing took place.

2. Since the advent of the railroad the collecting and shipping of farm products has been a major activity for villages in the Illinois Cash Grain Area.

3. During the railroad period railroads were depended upon to carry all of the surplus of farm products in the community to city markets.

4. During the highway period trucks and improved highways have become carriers of livestock, produce, and even grain from farm or village to larger markets.

5. Grain remains the most important saleable commodity of the area and still depends in large part upon the railroad for its transportation.

6. Livestock for the most part now depends upon truck transportation rather than railroad services.

7. Grain movement from farm to village grain elevator now largely depends upon truck delivery instead of the time honored team and wagon.

8. Direct farm collection by truck of eggs, cream, and chickens partly eliminates village agencies, or at least becomes a serious form of competition.

9. The future of grain marketing in many villages depends upon the uncertain continuance of service on minor branch railroad lines.

10. The Illinois Cash Grain Area, as long as it remains a great agricultural area, will have farm products to market in local villages and/or other markets.

General Conclusions

The following major general conclusions are warranted by the present study.

1. From a study of the fifty-eight villages considered with varying intensity in this dissertation it seems evident that the diversity of functions, forms, and even patterns is greater within a single village than among the villages as a group. Village individuality is present, although all villages have some characteristics in common in their rôle as major elements in the corn belt landscape picture.

2. The spacing of villages is a direct response to the railroad pattern and to the early practice of locating grain elevator sidings at intervals of four, five, or six miles along every new

railroad. Not every siding has become a village but every post-railroad village has been developed at a grain elevator siding. The broadly level topography is reflected alike in the rectangular fields of the farms and the rectangularity of the villages.

3. The present character of these villages reflects the contemporary transition from railway supremacy to automobile and highway supremacy. This transitional character is most pronounced in villages on major highways. Forms, and to a degree functions in villages on major railways and highways, can be differentiated more definitely from those in villages on minor railways and highways. The rural character of villages on minor highways and branch line railways like those of the East McLean Area is less touched by the presence of commercialized activities found on modern inter-regional highways.

4. A major activity of these cash-grain villages continues to be the collecting of grain from the rural areas and the shipping of it to larger markets. The present tendency is for a large part of other farm produce to go direct by truck from farm to city markets.

5. Merchandising activities of cash-grain villages must face competition with stores in trading centers of the larger towns and the cities because of increased use of automobiles and highways by farm and village people. Today, many urban contacts of the rural-farm population are with larger towns and cities to the detriment of local village enterprises. All villages under one thousand in population in the Cash Grain Area, as evidenced by this study of selected groups, lack some necessary services which must be obtained in larger towns or cities. Often the county seat is the immediate focal point for a group of village communities.

6. Village recreational and social activities, sponsored by some organized groups such as business men's associations, lodges, churches, and school groups, as found in the more active villages, greatly aid in preserving village and community unity. Regularly planned events of interest to all age groups keep social activities unified within the village. This, in turn, reduces the likelihood of persons trading away from home incidentally to a recreation trip to the city. The definitely established service areas of educational facilities somewhat counteract the factors tending to produce irregular and variable service areas of retail and

other activities in the village by definitely attaching farm families to a single village.

7. In spite of a declining trend in population, merchandising, and marketing of farm products, after the growth and development of the railroad period and since the advent of automobiles and improved highways, there seems to be sufficient evidence to support the idea that functionally these villages are an important and even vital part of the corn belt scene. The individual village is of importance:

a) As an everyday merchandising center for the convenience of a local village and farm community.

b) As a collecting and shipping center for grain and for irregular quantities of poultry, eggs, and cream.

c) As an educational center for the school children of the local districts.

d) As religious and social centers for the various denominations.

e) As a somewhat limited professional, non-professional, and financial center of a small community.

f) As a residential settlement for the many people who remain in these villages because they have no desire or means to leave the place they call home.

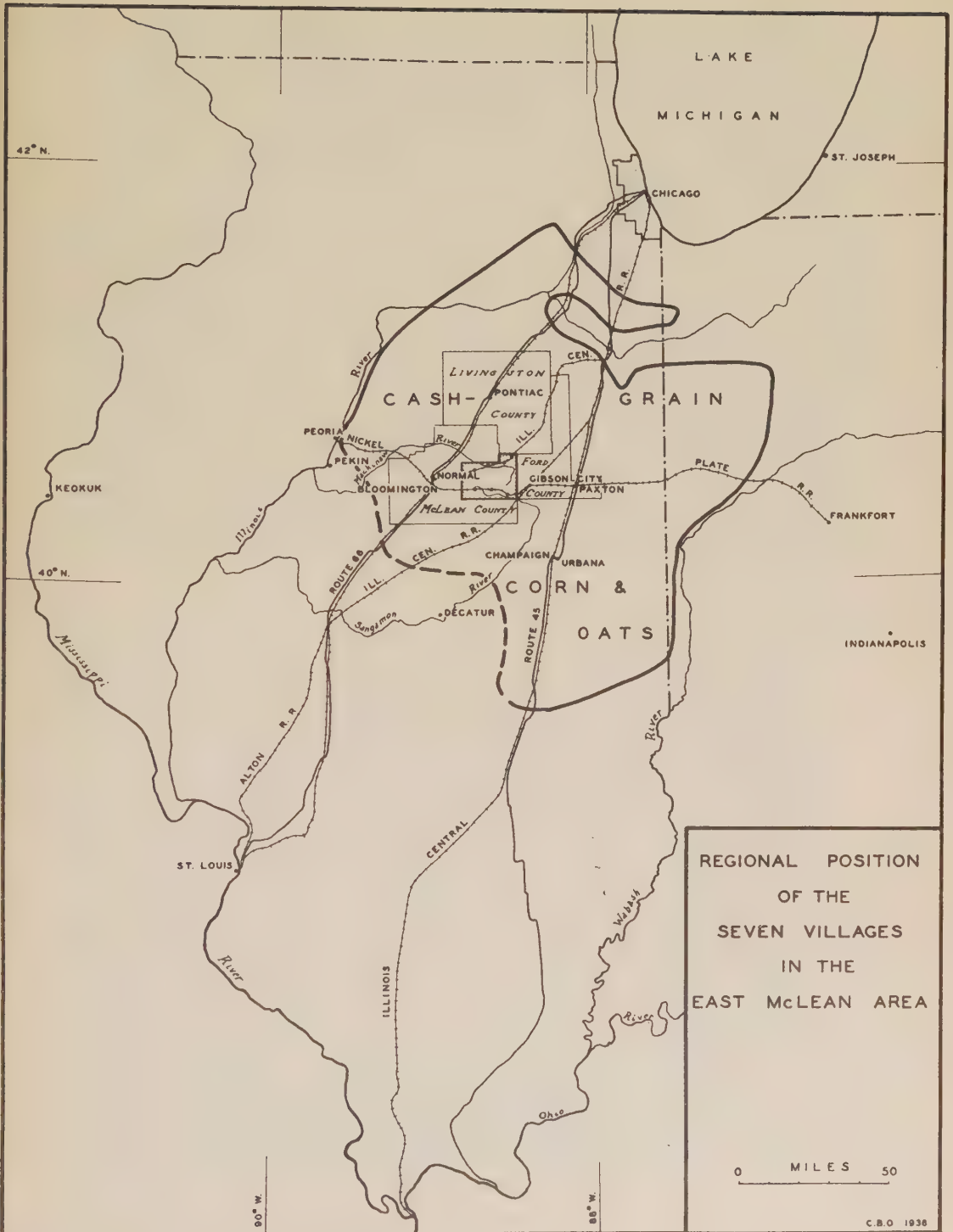


Fig. 1

EAST MCLEAN AREA

- 1936 -

- FEDERAL AND STATE PAVED HIGHWAY
- - - STATE AID HIGHWAY
- TOWNSHIP HIGHWAY

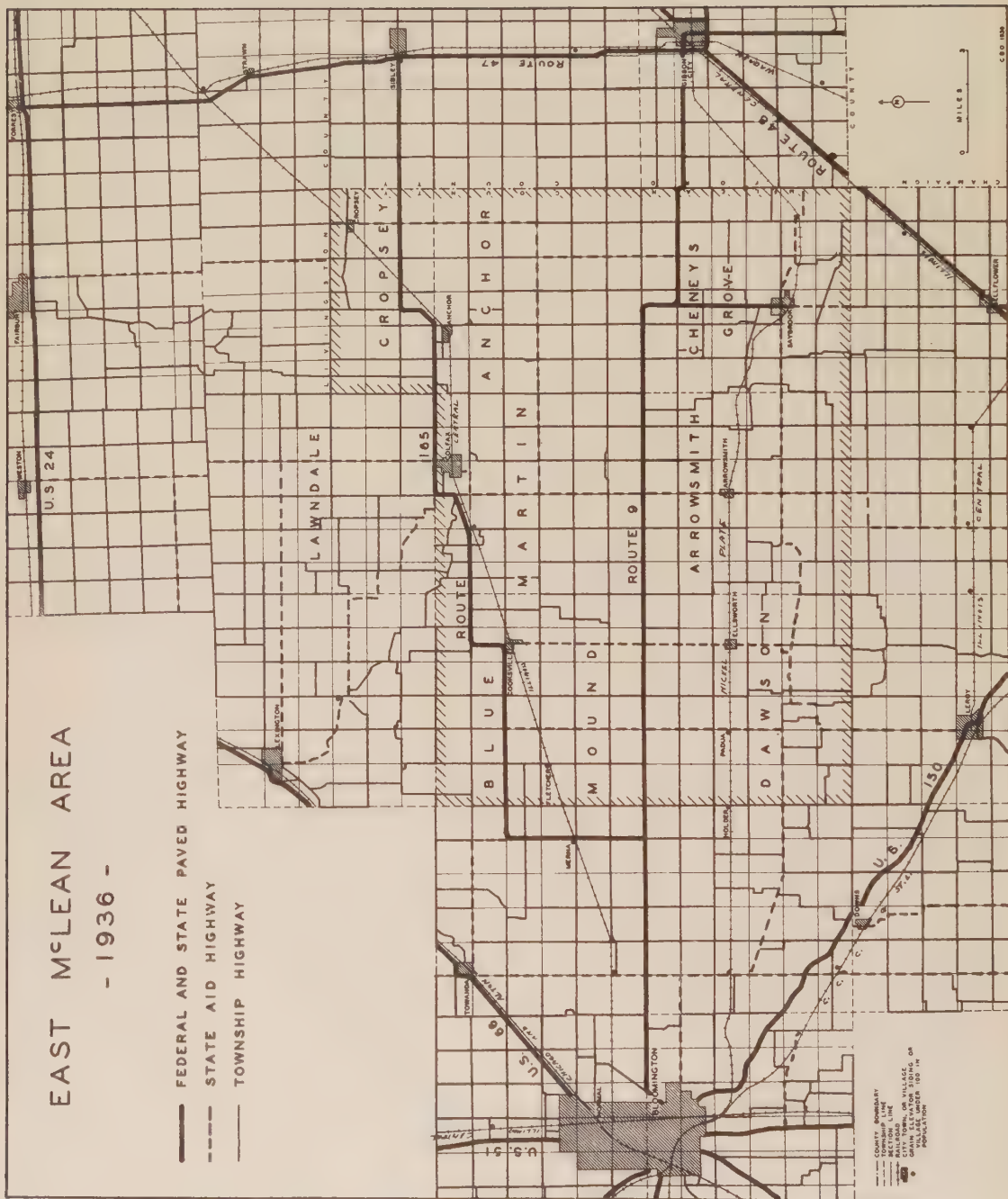


Fig. 2



Fig. 3.--The Checkerboard Pattern of the Cash Grain Area



Fig. 4.--Air View of Ellsworth Looking in a Westerly Direction.

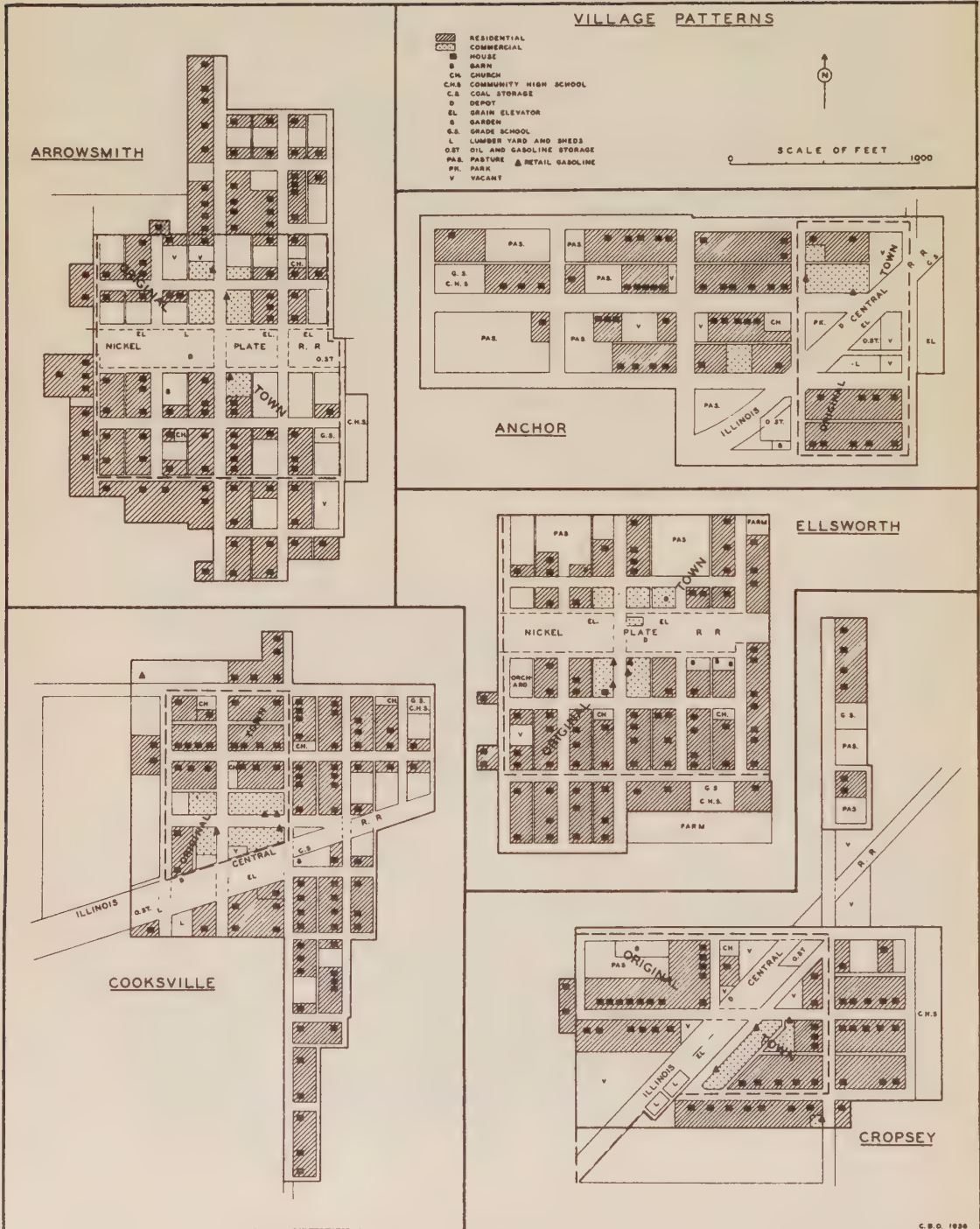


Fig. 5

PROFILES OF
BUSINESS SECTIONS

- 1 FOOD GROUP
 - 1. MEAT AND COUNTRY MEAT
 - 2. GROCERY WITHOUT MEATS
 - 3. GROCERIES AND MEATS
 - 4. MEATS
 - 5. OTHERS
- 2 GENERAL STORES
- 3. ACCESSORIES SHOP
 - 1. FILLING STATIONS
 - 2. GARAGES AND REPAIR SHOPS
 - 3. TIRE AND AUTO SUPPLY SHOP
 - 4. INCLUDES NEW AND USED MOTOR SALES
- 4. APPAREL GROUP
 - 1. CLOTHING AND FURNISHINGS
 - 2. SHOE STORES
 - 3. BOUTIQUE AND READY TO WEAR
 - 4. HATS
- 5. FURNITURE AND HOUSEHOLD GROUP
 - 1. FURNITURE
 - 2. RUGS
 - 3. RUGS
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- 6. RESTAURANT GROUP
 - 1. SALOON OR TOWN HALL
 - 2. RESTAURANTS AND CAFES
 - 3. BAR
 - 4. NIGHT CLUB
- 7. LUMBER AND BUILDING GROUP
 - 1. LUMBER
 - 2. BUILDING MATERIAL
 - 3. HARDWARE SHOP
 - 4. PAINTS AND SUPPLIES
 - 5. MUSIC STORE
 - 6. MUSIC STORE
 - 7. FEED STORE
 - 8. FEED STORE
 - 9. FEED STORE
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- 8. PROFESSIONAL GROUP
 - 1. FINANCIAL
 - A. BANKS, LOANS AND INVESTMENTS
 - B. LIFE, ACCIDENT, FIRE, AND INSURANCE
 - 2. PROFESSIONAL
 - A. LAWYER
 - B. PHYSICIAN
 - C. DENTIST
 - D. VETERINARIAN
 - E. OPTICIAN
 - F. UNDERSTAKER
 - G. BARBER SHOP
 - H. SHOE SHOP
 - I. HAIRY SHOP
 - J. HOTEL
 - K. FLAT
 - L. CLOTHING
 - M. BLACKSMITH SHOP
 - N. PLUMBING AND TIN SHOP
 - O. CARPENTER SHOP
 - P. POOL HALL
 - 3. CREAM STATION
 - 4. POULTRY AND PRODUCE
 - 5. GRAIN ELEVATOR OFFICE
 - 6. LUMBER YARD
 - 7. T.N.-TOWN HALL
 - 8. L.N.-LODGE HALL
 - 9. T.N.-STOCK EXCHANGE
 - 10. T.N.-TELEPHONE EXCHANGE
 - 11. T.N.-POST OFFICE
 - 12. T.N.-NEWSPAPER OFFICE
 - 13. T.N.-INCANT

- BUILDING CONSTRUCTION MATERIAL
 - B - BRICK
 - W - WOOD
 - C OR S - CONCRETE BLOCK OR STUCCO
 - M - METAL
- ☒ CORNER DUPLICATION

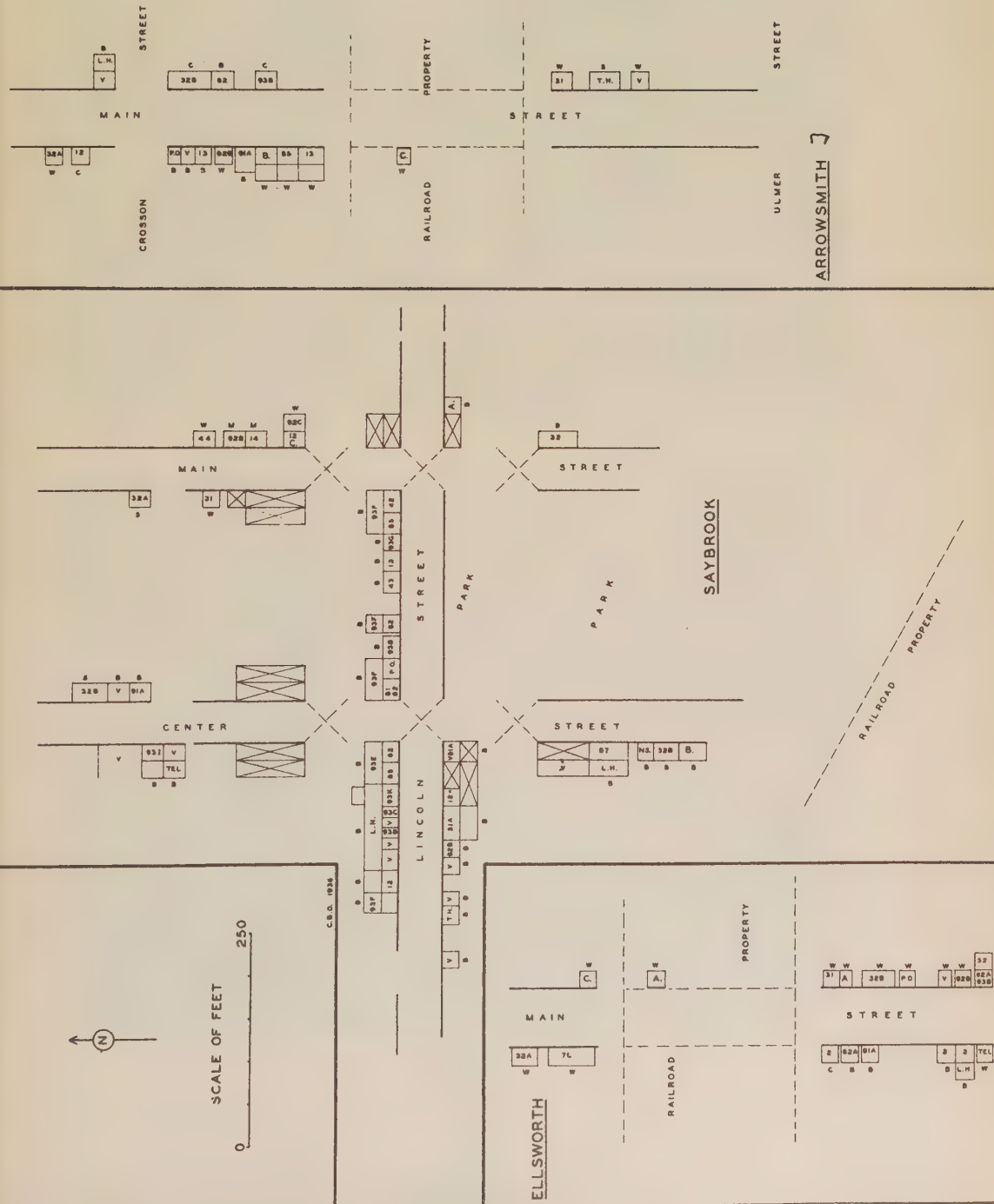


Fig. 6



Fig. 7.--Air View of Arrossmith Looking Approximately North



Fig. 8.--Air View of Saybrook Looking Northwest

VILLAGE PATTERN OF SAYBROOK



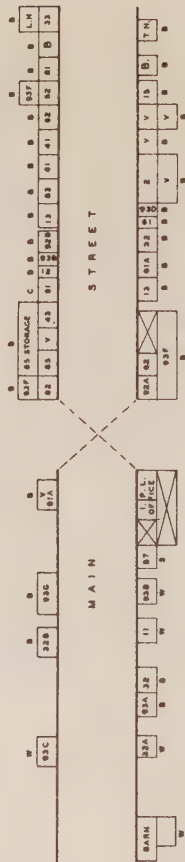
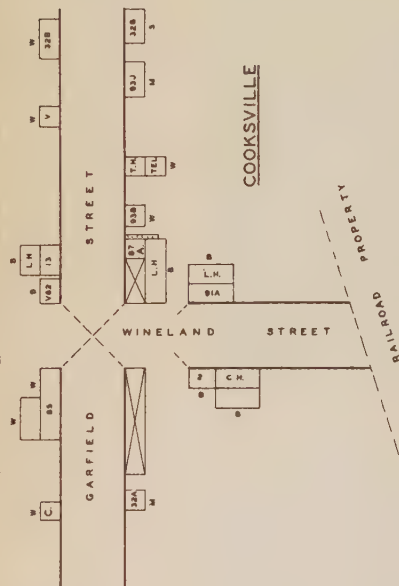
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Fig. 9

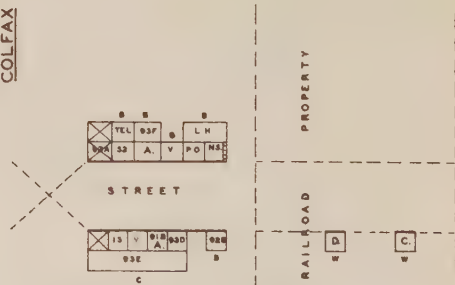
PROFILES OF BUSINESS SECTIONS

1. FOOD GROUP AND CONFECTIONERY
2. GROCERIES WITHOUT MEATS
3. GROCERIES AND MEATS
4. BAKERY
5. OTHERS
6. MEAT MARKET
7. AUTOMOTIVE GROUP
8. FILLING STATIONS
9. GARAGE AND REPAIR SHOPS
10. INCLUDES BLACKSMITH SHOP
11. ACCESSORIES SHOP
12. MEN'S CLOTHING AND FURNISHINGS
13. SHOE STORES
14. HATS AND READY TO WEAR
15. HAT SHOPS
16. FURNITURE AND HOUSEHOLD GROUP
17. FURNITURE SHOP
18. INCLUDES UNDERTAKING
19. RADIO SHOP
20. ELECTRONIC GROUP
21. SALOON OR TAVERN
22. INCLUDES POOL HALL
23. RETAILERS AND CAFE
24. INCLUDES PUB
25. INCLUDES POOL HALL
26. LUMBER AND BUILDING GROUP
27. DRUG GROUP
28. JEWELRY
29. DRUG STORE
30. OPTICIAN
31. AGRICULTURAL IMPLEMENTS
32. HARDWARE STORE
33. FARM SUPPLIES
34. FEED STORE
35. PERSONAL SERVICE GROUP
36. PHYSICIAN
37. DENTIST
38. OPTICIAN
39. NONPROFESSIONAL
40. UNDERTAKER
41. BEAUTY SHOP
42. SHOE SHOP
43. FLAT
44. MOVIE
45. JEWELRY SHOP
46. PLUMBING AND TIN SHOP
47. CARPENTER SHOP
48. POOL HALL
49. CREAM STATION
50. POULTRY AND PRODUCE
51. GRAIN ELEVATOR OFFICE
52. LUMBER YARD
53. LUMBER MALL
54. LUMBER MALL
55. STORAGE
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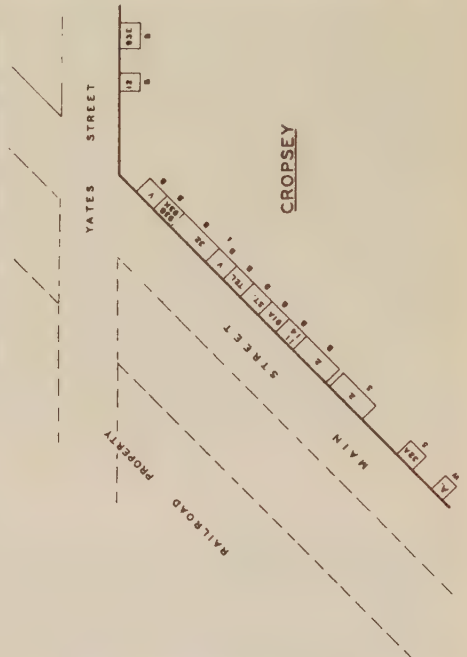
COOKSVILLE



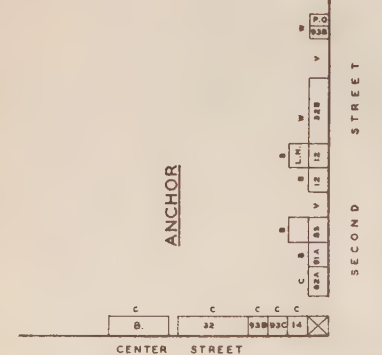
COLFAX



CROPSEY



ANCHOR



SCALE OF FEET
0 250





Fig. 11.--Air View of Cooksville Looking Northwest



Fig. 12. Air View of Anchor Looking Northwest



Fig. 13.--Air View of Cropsey Looking Northeast



Fig. 14. Air View of Colfax Looking Northeast

